

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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New Railroad Construction

1. The railroad line running between Tallinn and Narva via Rakvere has been partly double-tracked between Rakvere and Vaivara.
2. From the former siding west of Johvi a branch railroad line now goes to Kivioli via Ereda. This line was completed in the past three years in a rather primitive fashion. The rails are spiked directly to the ties, and the ballast is not stone but some kind of cinders.
3. The narrow-gauge railroad, which branches off the main line in a northerly direction towards the Baltic Sea from a place near Sonda, between Rakvere and Johvi, was rebuilt as a normal-gauge, single-track line about two years ago (apparently early 1952). This was done by rebuilding the superstructure, which now permits the passage of heavy freight locomotives.

New Harbor Installations

4. Harbor installations have been constructed between Aseri and Poddes on the Baltic Sea coast. The harbor is deep enough to allow tankers up to 10,000 metric tons' capacity to dock and load oil there. Semi-refined oil is transported to this harbor from Kivioli in railroad tank cars, some of which have four axles. The harbor installations are laid out so that five railroad tank cars at the same time can have their loads pumped into waiting tankers through pipes or metal hoses.¹

Transport from Kivioli and Kohtla-Jarve

5. The semi-refined shale oil obtained in Kivioli and Kohtla-Jarve is moved from the stationary oil storage tanks there, by means of intermediate pumping stations,

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through pipes and metal hoses into railroad tank cars. None of the shale oil obtained in Kivioli and Kohtla-Jarve is stored at the production sites, because the number of oil storage tanks there is too small. Both production areas are dependent upon the continual removal of their products, and this removal, as a rule, is carried out regularly. Not only is this accomplished by means of rail transport, but there are also available about ten oil trucks with trailers. The oil trucks, however, are seldom put to full use.

6. The oil transported from Kivioli and Kohtla-Jarve to the harbor is presumably shipped from there to Leningrad.

Further Refining at Narva; Narva River Transport

7. Every day a certain number of railroad tank cars loaded with semi-refined shale oil are brought to Narva, where the oil is further refined in installations built for that purpose.
8. From Narva the fuel oil is transported down the dredged-out Narva River to the Baltic Sea in special barges built for coastal transport. Because of the shallowness of the dredged Narva River below Narva, it is not possible for larger vessels to load oil directly in Narva.
9. The method of transport just described is apparently used only to supply the fuel oil needed by the Soviet Baltic Fleet and, in part, to meet the needs of Polish and East German merchant ships.

1. Comment: This harbor has been constructed deep enough to accommodate the new LENINGRAD class 10,000-ton tankers.

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